

AMENDMENT UNDER 37 C.F.R. § 1.111
Application No.: 10/561,443

Attorney Docket No.: Q92180

AMENDMENTS TO THE DRAWINGS

FIGS. 4 and 11 are hereby amended in accordance with the Examiner's request. No new matter has been added.

Attachment: Replacement Sheets

REMARKS

Claims 6-11 are all the claims pending in the application. By this amendment, claims 1-5 and 12-14 have been canceled without prejudice or disclaimer.

Withdrawn Claims

Claims 3, 4, 7 and 9-14 have been withdrawn from consideration as being drawn to a non-elected invention. However, there was an error in the previous identification of claims that read on the elected Species V, i.e., FIG. 11.

That is, FIG. 11 shows the exemplary intermediate shaft system 1''', which includes both *a cross universal joint 7* provided between the input shaft (to the right of yoke 78') and the upper intermediate shaft 31'', and a *constant velocity universal joint 40* provided between the lower intermediate shaft 32 and the output shaft (to the left of yoke 48).¹

As such, previously added dependent claims 13-14 actually do read *on* elected Species V. Accordingly, Applicant respectfully requests the Examiner to examine these claims. As discussed below with respect to the §102 rejection, Applicant has added the recitations of these claims to independent claim 6.

Drawings

The Examiner has objected to the drawing figures filed on September 4, 2007. Specifically, the numeral 3 in FIG. 4 needs to be changed to 3'' and the numeral 78 in FIG. 11 needs to be changed to 78'. In response, Applicant has amended these figures in the manner suggested by the Examiner.

¹ See also original specification at page 32, lines 5-16.

Claim Objection

Claims 5 and 6 are objected to because in each limitation, “to enable to slide axial direction” should be changed to --to enable each to slide in the axial direction--. In response, Applicant has amend claim 6 in the manner suggested by the Examiner. Claim 5 has been canceled.

Claim Rejection Under 35 U.S.C. § 112, Second Paragraph

Claim 8 is rejected under 35 U.S.C. § 112, second paragraph. In response, Applicant has amended claim 8 to recite that the constant velocity universal joint (singular) is a constant velocity ball universal joint (singular). In view of this amendment, Applicant respectfully requests the Examiner to withdraw the §112 rejection.

Claim Rejection Under 35 U.S.C. § 102

Claims 1, 2, 5, 6 and 8 are rejected under 35 U.S.C. § 102(b) as being anticipated by Kayser (US 3,204,429).

Claims 1, 2, and 5 have been canceled, rendering the rejection of these claims moot.

With respect to independent claim 6, Applicant has amended this claim to include all of the recitations of previously presented dependent claims 13 and 14 and also to recite that the input shaft transmits a rotation from a steering wheel operated by a driver.

Applicant respectfully requests the Examiner to withdraw the rejection of independent claim 6 at least because Kayser does not disclose all of the claim’s recitations. For example, Kayser does not disclose the claimed vehicle steering system in which the input shaft transmits a rotation from a steering wheel operated by a driver, and in which the cross universal joint is

provided between the input shaft and the upper intermediate shaft, and the constant velocity universal joint is provided between the lower intermediate shaft and the output shaft.

Kayser

Kayser fails to disclose an input shaft for transmitting rotation *from a steering wheel operated by a driver*. That is, Kayser merely relates to a system used for a vehicle's drive shaft, while the recited *vehicle steering system* is directed that transmits *an input rotation from a steering wheel*.

Several advantages are provided by the recited configuration of a vehicle steering system in which the cross universal joint is provided between the input shaft and the upper intermediate shaft, and the constant velocity universal joint is provided between the lower intermediate shaft and the output shaft. For example, by providing *a cross universal joint at an upper side* of the intermediate shaft and providing a *constant velocity universal joint at a lower side* of the intermediate shaft, vibration generated at the time of normal driving can be effectively prevented. Because the weight of the constant velocity universal joint is heavy, when disposing the constant velocity universal joint at the upper side of the intermediate shaft, the constant velocity universal joint moves greatly and vibrates so as to make the steering shaft bow (bend). If the intermediate shaft is telescopic, this tendency is enhanced and deteriorates driving steering operation feeling of the driver. In view of this, according to the vehicle steering system of claim 6, the light weight cross universal joint is provided at the upper side of the intermediate shaft so as to improve the driver's steering operation feeling. Moreover, by providing the constant velocity universal joint at the lower side of the intermediate shaft, the vibration problem hardly occurs.

Kayser does not disclose the claimed vehicle steering system, which includes the *cross universal joint* provided between the input shaft and the upper intermediate shaft, and the *constant velocity universal joint* is provided between the lower intermediate shaft and the output shaft. Instead, Kayser merely discloses a system used for a vehicle's drive shaft generally including the telescoping arrangements 14, 16.

Thus, Applicant respectfully requests the Examiner to withdraw the rejection of independent claim 6.

Applicant also respectfully requests the Examiner to withdraw the rejection of dependent claim 8 at least because of its dependency from claim 6.

Conclusion

In view of the above, reconsideration and allowance of this application are now believed to be in order, and such actions are hereby solicited. If any points remain in issue which the Examiner feels may be best resolved through a personal or telephone interview, the Examiner is kindly requested to contact the undersigned at the telephone number listed below.

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The USPTO is directed and authorized to charge all required fees, except for the Issue Fee and the Publication Fee, to Deposit Account No. 19-4880. Please also credit any overpayments to said Deposit Account.

Respectfully submitted,

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Date: January 22, 2008